

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 26, 2017
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Chirls, Lampe, Marciante, Teh, Woosley, Wu

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Molly Johnson, Vangie Garcia, Kristi Oosterveen, Marie Jensen, John Murphy, Chris Long, Olivia Aikala, Eric Miller, Mike Ingram, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Bishop who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Teh who arrived at 6:31 p.m.

3. PUBLIC HEARING

A. Traffic Standards Code Director's Rule Revision

Development Review Manager Molly Johnson noted that the proposed modifications to the Traffic Standards Code were previously discussed with the Commission. The changes are intended to be more consistent with current policy, and to clarify language that is unclear. The public hearing on the changes is required by the Traffic Standards Code.

A motion to open the public hearing was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

There were no members of the public wanting to speak during the public hearing.

Chair Bishop closed the public hearing.

4. PUBLIC COMMENT – None

5. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was

seconded by Commissioner Lampe and the motion carried unanimously.

6. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS – None

7. DRAFT MINUTES REVIEW/APPROVAL

- A. September 14, 2017
- B. September 28, 2017

A motion to approve both sets of minutes as submitted was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

8. STUDY SESSION

- A. Traffic Standards Code Director's Rule

Ms. Johnson said the comments made by the Commissioners regarding the Director's Rule had been used to make a couple of small corrections. She said no other comments had been received. She said the intent is to have the Director sign the document on October 30, which would put the rule change into effect immediately.

- B. Neighborhood Sidewalks Prioritization

Capital Facilities Planning and Programming Administrator Kristi Oosterveen introduced Vangie Garcia, Senior Project Manager in Neighborhood Traffic Safety Services.

Ms. Oosterveen reminded the Commissioners that in 2016 staff was directed to conduct feasibility studies on the top three ranked projects from a prioritization that was done in 2012. The projects were 128th Avenue NE between NE 2nd Street and SE 7th Place; 158th Place SE from Main Street to SE 6th Street; and SE 6th Street between 100th Avenue SE and Bellevue Way.

The 128th Avenue NE project is now being called the Wilburton Sidewalks Project. An opportunity arose in conjunction with the construction of Wilburton Elementary School given that part of the conditions to build included walking facilities on NE 2nd Street and 118th Avenue NE, both of which were on the Neighborhood Sidewalks list that was created in 2007. A partnership was created with the school to build sidewalks on those two streets as well as on 128th Avenue NE. The project is being paid for partially with levy funding and partially with WB-76, the Neighborhood Sidewalk Program fund. The project is currently in design and is slated to open in August 2018 just before the new school opens.

The 158th Place SE project has long been on the Neighborhood Sidewalk Program list. The project involves a sidewalk on the east side of the street for the entire project length. It is also currently in design and will be completed by August 2018 in time for the reopening of Tillicum Middle School.

Chair Bishop asked if parking along 158th Place SE will be impacted. Ms. Oosterveen said it will not be given that the sidewalk will only be built on the east side of what is a very wide street. Utilities will be partnering in the project in order to replace some trunk lines. All of the Neighborhood Sidewalk Program projects are done within existing city right-of-way.

Ms. Oosterveen said the SE 6th Street project is near Bellevue High School. The project would also be funded with a mix of levy and Neighborhood Sidewalk Program dollars. There are condominiums to the north of the project and in order implement what is planned will require their permission, which could take some time. Staff intends to discuss what the best options for moving forward might be.

Chair Bishop observed that the right-of-way for the project limits is narrower than most streets. Ms. Oosterveen allowed that it is and noted that on the west end close to 100th Avenue SE the right-of-way is often used for parking. Given all the unknowns, the project is not yet in design.

Turning to the Neighborhood Sidewalk Program prioritization framework, Ms. Oosterveen said there are more than 70 candidate projects to be evaluated, including projects that have been on the list since the program's inception in 2007. The candidate projects are all either too large for the smaller ongoing programs, such as the Neighborhood Enhancement Program or the Neighborhood Access Program, or they do not compete well as smaller discrete projects in the Capital Investment Program (CIP) plan, and they generally have been asked for repeatedly by the community and vetted by staff.

Commissioner Marciante asked if the projects on the list were originally on different lists and reallocated to the Neighborhood Sidewalk Program. Ms. Oosterveen said all of the projects were identified through other programs or have been vetted by staff as a need and were generally found to be too expensive. The Neighborhood Sidewalk Program began with only \$500,000 annually; that amount was increased to \$1 million about five years later and currently stands at about \$1.5 million and is being supplemented with levy funds in the safety and connectivity category. Neighborhood Sidewalk Program candidates range from \$300,000 to \$2.0 million to implement. The hope is that the revamped criteria will help in being objective about making project selections.

Commissioner Teh noted that folks from the community have recently touted a sidewalk project on Kamber Road and he asked where that project would fall into the process. Ms. Oosterveen said the Kamber Road project, if taken as a whole, would be too expensive for the Neighborhood Sidewalk Program and would then need to compete for discrete funding through the CIP plan update. The option of breaking the project into segments, as was suggested by Mr. Morris, might be a good solution and would subject it to the same evaluation as all the other projects.

Commissioner Wu noted that as proposed one criteria will be traffic volume, with 15,000 average daily trips (ADT) used as the cut-off in determining what is a neighborhood street. She asked if in the experience of staff, that is still a good indicator. Ms. Garcia said historically the requests that were too big for the Neighborhood Enhancement Program were the projects that fell through the cracks because they did not compete well as discrete projects in the CIP. CIP projects are typically on arterials that have a lot of traffic volume, and they score a lot of points. The Neighborhood Sidewalk Program was specifically created for neighborhood projects, which is why the criteria is specifically geared toward neighborhood projects. The 15,000 ADT threshold continues to work well.

Commissioner Wu suggested increasing the pedestrian/bicycle collision history to five years from the proposed three years.

With regard to the Kamber Road project, Commissioner Woosley asked if a midblock crossing

will be considered as an option for providing access to an existing sidewalk. Ms. Garcia said for many proposed projects there are a number of challenges and arguments in favor of a sidewalk on one side of the street rather than the other. Under the proposed approach, the roadway segments would be evaluated equally and objectively in the first step. The determination of what should be built would come in the second step. Ms. Oosterveen added that project scope will be part of the second step and is where something like a midblock crossing would be discussed. A midblock crossing are not funded through the sidewalk program but do fall into a safety and connectivity category under the levy.

Commissioner Woosley said two roadway projects were discussed at the annual board meeting of the Enatai Neighborhood Association. One was connecting 107th Avenue SE where it comes off of Bellevue Way to 108th Avenue SE. There is currently no sidewalk there and the segment has become a park and hide location. Pedestrians, including kids walking to school, must walk in the street. It is the last sidewalk gap between I-90 and SR-520. The destinations, including the schools, are farther than a quarter of a mile. There also has been a sidewalk proposed to connect the neighborhood on SE 20th Street to the expanded park and ride that is under construction for East Link light rail. He asked if the criteria could be put into play to evaluate the projects. Ms. Garcia said they are. All requests that come to the program are important for various reasons. There is a huge list of projects and a limited amount of money, and the prioritization framework is an attempt to really look objectively at which projects should rise to the top.

Ms. Oosterveen said the current evaluation process includes some of the same criteria elements from past processes, including destinations, accident and collision history, volumes and different kinds of advantage points. The proposed approach pulls in much of the multimodal LOS framework criteria, approved by the Commission, that is aimed at improving objectivity.

Chair Bishop commented that pedestrian/bicycle collisions are unique events and there are a range of contributing factors that come into play. It may or may not have anything to do with the facilities. He said he was bothered by the notion of having a single non-motorized mode event being given a high priority. There should be some screening involved aimed at determining whether or not a facility contributed to the collision.

Commissioner Wu said the fact that there are no collisions in some areas means those areas are safe. A more appropriate criteria would be the perception that something is unsafe for pedestrians.

Commissioner Chirls said a significant portion of pedestrian/bicycle events occur when it is likely a cyclists would use a sidewalk as opposed to the road. He said in his experience he has found that most cyclists, except for a child using a bicycle to go to school, will use the road when there is at the very least a shoulder. Where there are no facilities for cyclists, it is likely they will use a sidewalk. He agreed with Chair Bishop that another level of analysis is needed relative to pedestrian/bicycle collisions.

Ms. Garcia said the previous criteria included points for how many collisions occurred, but it would seem to make sense for the Neighborhood Sidewalk Program for the criteria to be narrowed to those who are not in a car and what can be deemed a sustainable practice. It is relatively easy to point out the incidents of pedestrian/bicycle collisions, though it takes more time and analysis of police reports.

Commissioner Wu agreed with the need to delve deeper into the police reports to determine the

degree to which pedestrian/bicycle collisions are attributable to the human factor or facility design.

Commissioner Chirls said the fact is there are not all that many collisions between cyclists and pedestrians. If there is a single location where there are multiple collisions of that type, it would be obvious that there is a facility issue.

Commissioner Marciante suggested that whenever such collisions occur they should rise to the top and be fully analyzed. From the analysis would flow a determination as to whether or not an investment needs to be made. Commissioner Chirls said even with a full analysis of why a collision happened, it may or may not speak to some general parameter the Commission would want to consider. Commissioner Marciante agreed but again stressed the need for the analysis. Staff will not look at a segment unless it is in the top ten. The analysis may show a collision had nothing to do with the segment in which it occurred, in which case it would either be deprioritized or have the points removed. Commissioner Chirls agreed but said beyond that there should be a focus on the conditions that have a higher likelihood of producing a cyclist-pedestrian collision.

Chair Bishop pointed out that as drafted the criteria would not rule out counting collisions that involve a vehicle. The specific language references a collision involving any person using a non-motorized mode.

Commissioner Woosley said safety should always be the top priority. Where a collision occurs, there should be analysis done to determine if the cause was the design of a facility and whether or not redesigning the facility would improve safety.

Commissioner Wu suggested the pedestrian/bicycle collision history heading seemed appropriate to the Neighborhood Sidewalk Program, and added that giving weight to such collisions is appropriate. Commissioner Marciante agreed that a collision of any kind involving a pedestrian or a bicycle should rise to the top.

Commissioner Woosley asked if the pedestrian destinations within a quarter mile walking distance would preclude considering using the program for safe routes to schools. With regard to 107th Avenue SE, which is a major pedestrian route for students going to school, he noted that it is more than a quarter of a mile to Enatai Elementary and more than a quarter of a mile to the day school, the preschool and Bellevue High School. The Neighborhood Sidewalk Program should help to advance a safe route to school program. At the very least, there should be a different distance metric where schools are involved. Ms. Garcia said the quarter mile distance was chosen because it is an industry standard. She allowed that the previous version of the criteria used half a mile.

Either Commissioner Wu or Commissioner Marciante agreed that a quarter mile is the industry standard but said she would back increasing it to half a mile, possibly as a way to encourage people to walk more.

Answering a question asked by Commissioner Marciante, Ms. Oosterveen said staff was seeking consensus on the criteria. Once the criteria are established, staff will go through the process of putting the roadway segments through the paces using the criteria. The segments that wind up in the top tier will be reviewed with the Commission. The ultimate hope is that as projects come in they will get evaluated.

Commissioner Woosley recommended using a half mile walking distance criteria instead of a quarter mile. He also asked what obligations the schools have to participate in providing safe sidewalks. Ms. Oosterveen said the city partnered with the school district on the Wilburton sidewalk projects. The district was conditioned to build pathways. The NE 2nd Street and 118th Avenue NE locations are on the city's sidewalk list as gaps needing to be filled in, and recently the Council approved an Memorandum of Understanding that will allow the district to contribute dollars toward the construction of those two projects. The sidewalk project being done near Tillicum is not part of a condition, rather it is a project the city wants to do to improve safety in that area, and the timing is right given that the school facility is not currently operational.

Ms. Garcia said if the two projects were to be analyzed using the proposed framework, the Wilburton projects would rise higher because it is known that work is to be done within the near future, which gives it advantage points.

Commissioner Woosley commented that as drafted, the advantage points section appears to limit points only to projects that have some leveraged funding. Ms. Garcia said that was the intent. The school district is seemingly always strapped for funds and they are only willing to cooperate and partner with the city when they have a school project.

Chair Bishop asked if there are safe walking routes for each school. Ms. Garcia said the city does not have specific maps drawn up, adding that safe routes are in fact the responsibility of the school district. Chair Bishop said one option would be to use the quarter mile from a school criteria but add in half a mile where a safe walk route is involved. Using the half mile criteria generally would exponentially increase the number of projects.

Commissioner Marciante proposed allowing more advantage points for being within a quarter mile of a school and fewer points for being within a half mile. Commissioner Woosley said he would support that approach.

Commissioner Wu referred to the listed in WSDOT functional classification map advantage point criteria and asked if any of the intended segments would apply. Ms. Oosterveen said several would. She added that currently the city has a grant application pending for a sidewalk project in conjunction with a traffic safety project in the Newport Hills area.

Chair Bishop asked staff to clarify "high need" versus "high demand" relative to the advantage points. Ms. Garcia said there are a lot of segments in the pedestrian network that have missing sidewalks, and those were classified as high need. High demand is a measure based on the number of persons who may use a facility considering nearby land use.

Commissioner Marciante asked if the Step One criteria could include consideration of segments with hazardous conditions. Ms. Garcia said the proposed criteria are intended to be objective rather than subjective. Chair Bishop pointed out that volume and speed are the primary criteria. Ms. Oosterveen added that what is deemed safe by one person may not be deemed safe by someone else. Commissioner Marciante clarified that what she meant was hazardous or unsafe conditions resulting from facilities that do not meet all current safety standards. Ms. Oosterveen said that pretty much is the case for all candidate projects.

Commissioner Chirls suggested that when staff returns to the Commission after running all projects through the new criteria to specifically point out those projects that changed significantly in priority.

The Commission directed the staff to move ahead with the criteria as proposed and with the suggested changes.

C. Neighborhood Safety, Connectivity and Congestion Levy Program Update

Levy Program Co-Manager Marie Jensen said the levy is the first transportation levy ever in Bellevue. The intent is to address the backlog of neighborhood transportation projects by supplementing existing city programs and creating one new program. It is also intended to fund the planning, design and construction of projects, and provides the opportunity to leverage additional funding such as grants. The 20-year levy was approved by the voters in 2016 and provides biennium funding in the amount of \$14.8 million.

Ms. Jensen said the Council approved the levy project list in February. Since then there has been a lot of internal coordination among program and project managers to refine the project list. In August there was a kickoff project, a sidewalk maintenance project in the Chevy Chase neighborhood. Two bike projects were completed in August.

The ideal is that projects are first planned, then designed and then built. For each of the two-year cycles, the flow and pace of each project are constantly being reviewed for where they are in the cycle. Not all of the levy projects fit squarely into the notion of planning and designing in the first year and constructing in the second; the more complex projects involve more requirements, partnering with other agencies, more outreach and generally more coordination. There are currently 40 listed projects, many of them are slated for design in 2017 and construction in 2018. The projects are being distributed throughout the year so that they can be bid at the right time. Ms. Jensen said she and Levy Program Co-Manager John Murphy work with the program and project managers to track the project list, and also to track the funding and communicate with the public.

Mr. Murphy said the \$7.4 million allocated annually for transportation projects includes \$2 million fully dedicated to neighborhood congestion reduction projects. The balance is divided between safety, sidewalk, maintenance, bicycle and ITS projects. The source of the projects is key to identifying the appropriateness of projects to be funded with levy dollars. For the most part, the projects come from existing programs, such as the Neighborhood Sidewalk Program. The levy funds allow for constructing projects at a faster rate than would otherwise be possible. The exception is the Neighborhood Congestion Reduction Program, which does not have any set criteria or established processes for selecting projects of the size and scope anticipated.

Mr. Murphy called attention to Attachment C, the project list containing the 40-plus projects selected for 2017-2018, and Attachment D showing the distribution of the projects across the city. He pointed out that the projects are in fact scattered throughout the city and the project identification cycle for 2019 and 2020 will focus on making sure no one area is favored over another.

Commissioner Marciante asked if an assessment has been conducted to determine whether or not some neighborhoods need more projects than others. Mr. Murphy said there are a variety of ways of making sure investments are equitable and not just equal, including population.

Commissioner Teh asked how the projects on the list were prioritized. Mr. Murphy explained that it flowed from the existing programs. For example, the Neighborhood Sidewalk Program has the capacity to fund two projects with the existing funding, and the levy has the ability to

add \$1.5 million, addressing the top projects first. The program managers first identify projects that can be funded with currently available dollars, and then work through what other projects at the top of their lists can be tackled.

Commissioner Chirls suggested it may be appropriate for one neighborhood to see more projects addressed given their specific needs from an engineering perspective. Mr. Murphy said he will certainly consider that in marching forward. Commissioner Chirls commented that if after the project priorities from each of the programs is confirmed, and application of a secondary filter relative to levy funding, all things look equal, there will be nothing to talk about. If, however, things do not look equal, that should be reported to the Commission, and the Commission should be asked to discuss the prioritization.

Commissioner Woosley stressed the need to remember that the Commission recommended project categories and percentages for how money should be spent in each category. The Council chose not to be that specific, though the Commission was asked to make recommendations relative to proportionality in spending the revenues. He asked if staff has looked out over a large portion of the levy years to estimate whether or not there will be a fair level of expenditures between the categories as well as geographically. Mr. Murphy said there is flexibility built into the guidelines that allows for balancing things over time. It can be expected that opportunities will arise in terms of grant opportunities, and that some projects will prove to be infeasible as originally scoped due to cost increases. It may be necessary to spend more for sidewalk construction or some other category in some years, but for the long run there will be a focus on making sure each category is equally addressed.

Chair Bishop asked if there are criteria similar to those used by the Neighborhood Sidewalk Program to select safety projects. Mr. Murphy said each group has its own way of prioritizing and selecting projects.

Traffic Engineering Manager Chris Long said his group manages all crosswalks. A program that was developed some time ago is used to identify crosswalk improvement priorities. There are no plans to change the way projects are prioritized.

Mr. Murphy reiterated that projects funded with levy dollars stem from existing programs. The levy is just a means to help pay for the projects. There are 15 projects in the safety category for which there is \$4.5 million over the course of two years available. The projects include things like traffic calming, crosswalk improvements and pedestrian pathways. The bicycle projects are primarily from the Bicycle Rapid Implementation Program. There will be about a million dollars during the biennium for ITS projects. Some of the sidewalk projects will be first out of the gate with levy funds.

Commissioner Woosley asked about the project on 108th Avenue SE at Bellevue Way in front of the Triangle Swim Club. He noted that the sidewalk was recently torn out and replaced and it appears the sidewalk width was narrowed to allow for widening the bike lane. Mr. McDonald explained that the existing curb on the west side of the street was deteriorated, so it was replaced in the same location. The asphalt walkway behind the curb was also deteriorated and was replaced with a concrete sidewalk. In the process of upgrading the curb and sidewalk, the shoulder section of the roadway was repaved and will be restriped as a bike lane going up the hill. On the east side of the roadway, which was also repaved, a through lane for bicycles separated from the right-turn lane for cars will facilitate going northbound on 108th Avenue SE to eastbound on Bellevue Way.

Turning to the Neighborhood Congestion Reduction Program, Mr. Long said when the levy was approved, the ordinance defined what the program will address. The focus is on easing congestion for residents getting in and out of their neighborhoods during typical commute times. The goal is to pull together small to medium-sized projects that can be implemented in the near term. Candidate projects will be subject to quite a bit of traffic analysis. The program will cover the expenses of traffic studies, outreach, preliminary and final design, and construction. Grant dollars will also be sought to help leverage the funds.

Mr. Long said as part of the Eastgate Land Use Code amendment the Council asked the Commission to work with staff in focusing attention on 150th Avenue SE. Two projects have been developed which are currently in final design. At 150th Avenue SE and Newport Way a southbound right-turn pocket will be added along with a sidewalk, and at SE 37th Street multiple turn pocket improvements will be made to create more capacity and better manage the queuing better for traffic headed to the freeway.

Chair Bishop asked if progress has been made in working with the state about the right-turn lane in the state's limited access area. Mr. Long said the state is well aware of what is going on and as part of the peak-use shoulder lane project, they will take the freeway ramp meter and move it 500 feet downstream, thus creating capacity for about another 80 cars on the ramp. That will be of great benefit to managing traffic through the interchange. Chair Bishop voiced concern about spending city money on a state highway, which the limited access area is. He said he certainly wants the lane. Mr. Long said the issue has been raised with the state, but they have been clear about not paying for more than moving the ramp meter and the improvements at 156th Avenue SE and Eastgate Way where another lane is to be added to the off ramp.

Mr. Long said the broader Eastgate study will involve taking another look at the area, building off the work done in the 2012 transportation and land use study to look at how conditions have changed given other projects in the area and A.M. conditions. The study will reevaluate conditions and will seek to narrow some of the options that were on the table. Additionally, the study will look for other near-term low-cost improvements that can be done in the area.

Commissioner Woosley said he heard from State Senator Mark Mullet from the 5th District that he will attempt to get the shoulder running lanes converted to permanent lanes and operating 24 hours per day, which is what WSDOT promised over 15 years ago. That effort is something the city might want to support as part of its legislative agenda. Mr. Long said the state has determined that the eastbound lane will be a permanent lane serving as an auxiliary lane between the Eastgate Way and Lakemont interchanges. The state is still looking at conditions westbound and is yet to decide if the shoulder running lane should be made an auxiliary lane between SR-900 to Eastgate Way. The fact that the state's study has not yet been completed has held up the work the city is doing because the city wants to use their model.

Commissioner Woosley noted for the record that he represents the family that owns the RV park site in Eastgate. He said the modeling process showed the results of the lane expansions and adding targeted general purpose capacity in the area. A 40 percent reduction for southbound traffic during the evening peak from Bellevue College to 150th Avenue SE represented a travel time reduction from eleven minutes to six minutes. He asked if similar types of analysis will be used to show the benefits on segment travel as other projects are evaluated. Mr. Long said that will depend on the project type. A lot of the projects are isolated intersection projects for which travel time studies are not as effective. Currently the focus is more on an intersection level of service option for many of the projects, but there is the ability to look at corridor-based projects as well and looking at travel times where appropriate.

Transportation Engineer Olivia Aikala said staff have begun to develop scoring criteria to grade projects and locations. Given the number of locations in Bellevue that experience congestion, and acknowledging the fact that some projects have lacked previous formal traffic analysis, a two-tiered scoring system has been developed. In the first tier the list of projects will be condensed by identifying projects in need of additional traffic analysis. The first tier criteria focus on the needs of the specific locations. Once projects are identified and a location has received further analysis, they will move on to the second tier that will incorporate the project benefits. The first criteria is a pass-fail criteria intended to screen out projects that would require a third party to be involved, either a private development project or an outside agency such as WSDOT. Given that the purpose of the projects is to reduce congestion, the primary consideration will be the existing vehicle level of service. A secondary consideration will be given to safety. Projects and location that pass the criteria will be scored using the current Transportation Facilities Plan scoring matrix.

Mr. Long commented that because the process has other functions built into it, such as traffic analysis, design and potentially construction, it will not be possible to simply move through the project list chronologically. There will need to be some massaging based on the desired outcome. Where corridor-based projects are envisioned, tools such as travel time may be appropriately used.

Commissioner Woosley noted that projects that are dependent on development certainly will not be able to go forward just with the levy funds. Development makes contributions in other ways, including through the paying of fees to mitigate the trips created by development. He asked if there is a way to make sure impact fees are invested in closer proximity to the development paying the fees. Mr. Long said he was not well versed in how impact fee dollars are distributed. He said if there is a development project that is going to happen, the opportunity will be taken using whatever city funds are available to make improvements. For instance, development is under way at the southeast corner of NE 2nd Street and Bellevue Way where the city has for some time wanted to improve the signal operations at the intersection. The development project is paying to improve the southwest corner of the intersection by adding a right-turn pocket, and city funds will be used to improve the northwest corner at the same time. In the future it may be possible to use levy money to capitalize on opportunities as they arise.

Ms. Aikala said after vehicle level of service is looked at, a secondary consideration will be given to safety. Recently the traffic engineering division adopted a new approach for ranking safety improve projects. The new process involves using the Highway Safety Manual predictive methods that were developed by AASHTO. The predictive method involves looking at a large amount of input data that has been studied to show how it influences crash behavior. The input data includes things like all collisions, roadway and traffic volume data. The output compares the reality with how many crashes a specific roadway segment or intersection should statistically be experiencing. The difference between the two numbers is called the potential for safety improvement. For the Congestion Management Relief Project, projects or locations exhibiting a potential for safety improvement will receive additional points in the scoring process.

Commissioner Marciante asked if the tool could be used in conjunction with neighborhood streets. Mr. Long said it does not apply well to sidewalks or bicycle projects. It is more for roadway improvements.

Ms. Aikala said after the projects identified for further analysis have seen that further analysis completed, projects will be ranked to determine which should move forward to design and construction. In that phase the primary consideration will be the proposed vehicle level of service. Other categories will include multimodal level of service for pedestrians, bicycles and transit; whether a project has the potential to receive grant funding; how complex a project is to implement; whether or not there are right-of-way implications; and if the project as identified addresses existing safety needs.

Mr. Murphy said voters are expecting a lot in 2018 from the levy they approved. One of the tasks will be to develop an annual accountability report and to communicate what is being done and how the levy is being carried out. He said 2018 is shaping up to be a pretty big construction year for levy projects, many of which are already designed and are just waiting for a favorable construction season. In the summer months staff will look to identify projects to be funded in 2019 and 2020, and in the fall the Commission will be provided with a briefing in regard to the project list.

D. 2019-2030 Transportation Facilities Plan (TFP)

Implementation Planning Manager Eric Miller said the process to update the TFP was kicked off in September. The Commission at that time was shown the existing projects in the 2016-2027 TFP and was afforded a status update, and was also presented with a matrix showing the projects and their associated dollar amounts which are now out of date. Adding the levy funds to the mix at \$7.4 million per year for 12 years represents a significant amount of money. Where the total projected revenues in the current TFP are \$445 million, the 2019-2030 plan will see a 20 percent increase in total revenues. Also new since the current TFP was adopted is the approved \$96 million TIFIA loan, debt service on which payments will begin during the life of the TFP.

Commissioner Woosley noted that impact fees as a percentage of the total revenues have gone up significantly. He asked what the growth has been in the overall TFP and CIP amounts over the last decade and how the percentage from impact fees has changed. Mr. Miller said it would be worthwhile to have a separate discussion with the Commission on impact fees. He allowed that impact fee revenues have grown, but so have costs, over time. There are many factors in play in terms of what a developer gets credited for relative to things like dedication of land for projects.

Mr. Miller reminded the Commissioners that projects that make their way into the TFP come from a variety of sources, including long- and short-range project implementation, the capital planning and programming process, and the facilities plans. Capital projects get implemented via two categories, including ongoing programs which currently have an average total allocation of \$11.3 million which over 12 years is about \$135 million. Discrete projects in the current CIP have a specific scope and budget along with a schedule. The levy dollars will be added to the revenue side and split into several categories. Project ideas will be funneled as candidates for the TFP. During the process to update the TFP, the Commission will be asked to weigh in on where additional dollars, whether they be from the levy or the general CIP, should be put.

With regard to separately keeping track of the levy dollars, Mr. Miller said at \$2 million annually, levy funding over the 12-year TFP timeframe represents \$24 million. Any levy funds not put into specific projects in the next biennium could be put into a levy reserve or set-aside until a subsequent process identifies the next levy priorities. Information about the revenue

projections for the next TFP cycle will be ready to be shared with the Commission in early 2018.

Mr. Miller clarified that the five TIFIA-funded projects could not have been put on the ground in the schedule that has been established. Most of the dollars programmed to those projects in the TFP were outside the CIP, so in effect the dollars are being accelerated up into the seven-year CIP. Construction of the projects is projected to be completed by the end of 2023 in concert with the opening of the East Link extension. Debt service on the TIFIA loan will kick in on June 1, 2024, at the rate of about \$5 million annually extending out for approximately 32 years.

Commissioner Wu pointed out the need to identify some early wins for the levy funds, and the need to be adaptive in identifying projects.

Senior Transportation Planner Michael Ingram said ped/bike projects are one of the categories that will need to be considered and accounted for in the updated TFP. In the last TFP process the decision was made to not dig into the details of trying to prioritize ped/bike projects in the TFP process itself, choosing instead to defer to the ongoing Pedestrian and Bicycle Implementation Initiative. The approach taken was to recognize funding would be needed to implement the identified priorities, so a reserve of \$22.5 million was set aside in the TFP and indicated in the TFP project list. There are eleven ped/bike projects that have scored well in previous TFP cycles and the idea is that those projects should be looked at in the Pedestrian and Bicycle Implementation Initiative analysis along with other ped/bike projects that are reasonable candidates. One of the seven tasks in the Pedestrian and Bicycle Implementation Initiative is specifically focused on prioritizing capital projects. The Pedestrian and Bicycle Implementation Initiative is an ongoing process and the Commission will be briefed on it in November. In evaluating roadway/intersection projects during the TFP process, the criteria will include ped/bike needs and benefits.

Commissioner Woosley asked what the revenue sources are for the Pedestrian and Bicycle Implementation Initiative reserve fund. Mr. Ingram explained that the sources are the general TFP revenue sources. Commissioner Woosley pointed out that the Commission went through an extensive process and made a budget recommendation to the Council relative to the Pedestrian and Bicycle Implementation Initiative, but the Council chose to go in a different direction. He asked if the Commission would be asked to make another recommendation for Pedestrian and Bicycle Implementation Initiative funding. Mr. Ingram said the Commission will be very involved in the work of prioritizing the Pedestrian and Bicycle Implementation Initiative projects in support of the recommendation of the Council. The final decision as to where the funds will be spend will, of course, lie with the Council.

Chair Bishop asked if the Pedestrian and Bicycle Implementation Initiative reserve rises to the level of being a program, like the pavement overlay program. Mr. Ingram noted that in the past there was a prioritization process undertaken as part of the TFP; the process involved evaluating roadway/intersection projects as well as ped/bike projects given the commitment of the city to do both. The result was two lists of ranked projects, one for each category, and those lists were then melded into a single prioritized list. That was followed by a discussion of how much to allocate to each project. Instead of separately analyzing the ped/bike projects, deference was made to the ongoing Pedestrian and Bicycle Implementation Initiative as the mechanism for establishing priorities. Priorities will only have meaning where there is a commitment to funding them, which is where the reserve dollars come in.

A motion to extend the meeting by 15 minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Turning to the public involvement strategy, Ms. Oosterveen said it will involve Transportation Commission meetings, a dedicated TFP webpage, community outreach elements, and other public components, including the posting of news and information in the Council's outreach report, in *It's Your City*, in *Neighborhood News*, on the S.A.F.E blog, on NextDoor and other social media, in city press releases, in the *Bellevue Reporter*, in Bellevue Patch, in fliers posted in various locations, and through E-Gov delivery email. During past TFP cycles sending out a web survey has worked well, along with having a map available online where people can make comments on the various candidate projects; that will be done again once the candidate project list is populated. There will also be open house events scheduled out in the community.

Commissioner Woosley said his experience has been that the city does a very good job of getting the word out, but questioned whether or not having an open house with the projects and process described is still worth doing. Ms. Oosterveen said different types of open house events have been tried, including being at Factoria Mall in the middle of the day. Outreach events are required as part of the city's Title VI compliance.

Commissioner Teh asked if open house events are ever held on weekends. Ms. Oosterveen said they do not have to be restricted to weekdays and some project open houses have been conducted on weekends.

8. OLD BUSINESS – None

9. NEW BUSINESS – None

10. PUBLIC COMMENT – None

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley reported that Congressman Adam Smith was the featured speaker at the last Eastside Transportation Association meeting. He was asked about the potential for federal funding for key transportation projects. He was asked about federal funds to finish I-405 and his answer was that the City Council should take the lead. That information was subsequently shared with Councilmember Robinson who then suggested the Transportation Commission should make that recommendation. He proposed adding the discussion as a brief agenda item for an upcoming Commission meeting.

Commissioner Woosley said Councilmember Wallace attended the recent Enatai Neighborhood Association board meeting during which two issues arose, sidewalks on 107th Avenue SE and SE 28th Street, and Sound Transit construction on Bellevue Way South. With regard to the latter, the surface is bad, and noise is bad and continues quite late into the evening. The recommendation of the board was to seek a check-in to determine how well Sound Transit is adhering to the strict guidelines set down by the city for the project.

Chair Bishop said he recently sent to staff, and staff forwarded to the Commissioners, a link to the Tony Seba discussing disruptive technologies. He said the information shared is astounding. He encouraged the Commissioners to spend a few minutes to look at it.

12. STAFF REPORTS

Mr. McDonald noted that he had earlier sent out an email regarding a day-long Puget Sound Regional Council seminar on Planning Together for a Sustainable Region. He said the city would cover the cost of any Commissioner wanting to attend.

Mr. McDonald passed along a request from the Planning and Community Development department for a volunteer to serve on the selection committee for an artist to work with the engineers focused on the expansion of the 130th Avenue NE. The task of the artist will be to integrate artistic components into the infrastructure for the project. The selection committee will meet conduct two half-day sessions. Commissioner Teh said he was willing to participate.

Mr. McDonald said the Planning Commission is currently considering the Transportation Commission's recommendations for two Comprehensive Plan amendments, the Downtown Subarea Plan and Complete Streets. They held a study session on October 4 which was attended by Assistant Transportation Director Paula Stevens and Chair Bishop. A number of questions were asked, one of which dealt with the reasons for needing to refresh the Transportation Commission's recommendations on the Downtown Subarea Plan policies given that they were determined in 2014. It was explained that the refresh was needed to reflect current conditions and changed circumstances.

With respect to the Complete Streets policies, the Planning Commission asked about the responsibility for implementing them. The primary Complete Streets policy is to scope, plan, design, implement, operate and maintain the transportation system to consider the mobility and access needs of all people of all ages and abilities who are walking, biking, riding transit, driving and transporting goods. One way the policies will be implemented will be through investments in staff and resources in a complete streets corridor analysis on 100th Avenue NE between NE 12th Street and NE 24th Street. Mr. McDonald added that the Planning Commission was told there are already 32 policies in the Comprehensive Plan that in some way address the need to accommodate people of all ages and abilities and all modes of travel, which means the notion of complete streets is embedded in what the city already does.

Mr. McDonald said the Planning Commission will be conducting a public hearing on the Comprehensive Plan amendments on November 1.

Chair Bishop reported that he joined Mr. Ingram in making a presentation to the City Council on the Transportation Management Program. He said the Councilmembers had a few comments and directing making some adjustments, but generally approved the Commission's recommendation.

13. COMMISSION CALENDAR

Mr. McDonald reviewed the Commission's calendar of agenda items and meetings.

14. ADJOURN

Chair Bishop adjourned the meeting at 9:28 p.m.